

MOTORS and MOTORING



TYPES OF CARS ENTERED IN NATIONAL AUTO SHOW

Display in Grand Central Palace, New York, Will Be Largest in History. Starts January 6.

Once a year the automobile indus-try of the country makes New York city its headquarters for a week, visit will begin next Saturday, January 6, when the twenty-third national automobile show will open in Grand Central Palace, to continue until Saturday, January 13, inclusive.

The display will be on a more elaborate scale than ever before. There will be seventy-nine makes of cars in the palace, with an accessory list of nearly 400, thus making the show the biggest in the history of the automobile industry, not only because of the number of exhibitors, but also because of the quality of the exhibits. Arrangements have been made to provide space for more than 350 individual car models.

ever, not only in showing the motorsist the latest devices, but in teaching him how to make the most of them, at most elaborate decorative scheme has been devised by the show management this year. The gorgeous coloring of the American Beauty rose brought out in velvet, its richness accentuated by touches of gold, will be the dominant note. It will probably be the most conservative, yet the richest note ever struck as a background for the great exposition, and thoroughly in keeping, not only with the architecture of the building, but with the luxury and comfort of the new models of motor cars.

Designing and preparing the decorative scheme and the decorative scheme and the decorative scheme and the decorations themselves for a show of such magnitude is a task of many months. That task, as far as it concerns the coming show, has been finished and correctly described.

the annual exhibition, with the result that the public will see an array of cars such as has never been gathered under one roof before. Competition in automobile building was never greater, and for this reason more incividuality is being built into cars it is expected that some of the body testigns and color schemes that will be sufficient to transform the vast spaces in the four floors.

The plan of show decoration was adopted away back in midsummer, and was followed immediately by the ordering of thousands of yards of velexions and color schemes that will be sufficient to transform the vast spaces in the four floors.

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The display this year will occupy the lower tour floors of the palace, an area equal to four city blocks, and every nook and cranny not needed for asiste space will be crowded with exhibits. The first two floors will be devoted entirely to cars, with perhaps three or four manufacturers showing on the third floor. The remainder of the third floor and all of the fourth will be nilled with accessories. Never has there been such a group of devices that go to aid the motorist assembled as will be seen at the palace. All records have been broken by the list of applications for space in this division of the show, with nearly 400 spaces reserved, the total is approximately 100 more than for any previous display.

Realizing that flattering adjectives are much less convincing than the actual demonstration of a product, the coming show will be made more interesting and informative to the motorist than any previous affair of the kind in the history of motoring.

motorist than any previous affair of the kind in the history of motoring. Every exhibitor whose product lends itself to actual proof of merit has been requested by the show committee to make his exhibit as complete an illustration of the action of the article under working conditions as article under working conditions as

rule, make every effort toward establishing conviction in the minds of prospective buyers through the employment of cut-out motors and chassis; as well as by hooking in electrical power to actuate the motors and transmissions. Short of showing the car in actual performance this has been the convergence that transmissions and transmissions. Short of showing the car in actual performance this has been the convergence and transmissions. Short of showing the car in actual performance this convergence are supported by the main entrance.

General Manager Miles reports that

has been the only available means of demonstration.

The plan of the show committee does not comprehend any particular change in the method of displaying complete cars. To a great extent the idea is to add color and atmosphere to the floors that are devoted to the display of parts and accesories.

Nowadays, when every other visitor Nowadays, when every other visitor of the prize offered by the National Automobile Chamber of Commerce for the best design for an idea is to add color and atmosphere to the floors that are devoted to the display of parts and accesories.

Nowadays, when every other visitor to the big annual show is a motor-car owner, the accessories divide interest with the cars. In the opinion of S. A. Miles, manager of the show, the accessories can be displayed with education to every motorist.

It may be expected, therefore, that the windshield cleaners will be shown removers at the beneficient task of disintegrating real carbon; lubricants and the methods of using them being burn, Barley, Buick, Cadillac, Case,

IMARYLAND ROADS TO GET \$3,150,000

1923 Improvement Funds Exclusive of \$1,000,000 Carried Over From 1922.

BALTIMORE, December 30 .- Aproximately \$3,150,000 will be available for new road construction in Maryland during 1923, with \$1,000,-000 more to be spent on work held over from this year, according to John N. Mackall, chairman of the

with the luxury and comfort of the new models of motor cars.

Designing and preparing the decorations themselves for a show of such magnitude is a task of many months. That task, as far as it concerns the coming show, has been finished, and a force of workmen await the word that will give them possession of the big structure at 46th street. Three days will be sufficient to transform the vast spaces in the four floors.

The plan of show decoration was adopted away back in midsummer, and was followed immediately by the ordering of thousands of yards of velevity and all the other supplies necestal to the work and all the other supplies necestal to the work of the commission was seriously interfered with by the strike of the railroad shopmen, which delayed the delivery of much construction mandal to the commission was seriously interfered with by the strike of the railroad shopmen, which delayed the delivery of much construction mandal to the commission was seriously interfered with by the strike of the railroad shopmen, which delayed the delivery of much construction mandal to the commission was seriously interfered with by the strike of the railroad shopmen, which delayed the delivery of much construction mandal to the require \$1,500,000, half from the state. The same amount will be spent on lateral roads, half to be supplied by the state and the work is done. In addition, the commission was seriously interfered with by the strike of the commission was seriously interfered with by the strike of the railroad shopmen, which delayed the delivery of much construction.

railroad shopmen, which delayed the delivery of much construction material, 1922 was a banner year for road building in Maryland. The commission completed 151 miles of road—109 of concrete, seventeen macadam, and twenty-five gravel—at a total cost of \$3,500,000.

104 Miles Carried Over. Work carried over to the coming year totals 104 miles and will cost about \$1,000.000. Mr. Mackall said.

Blue, set off by foliage and flowers, will be the color scheme for the second and fourth floors, and green will be utilized for the third floor. The great urns that surmount the cor-ners of the balconies around the court will be treated with floral deco-rations to give added richness to the

AUTO STANDARDIZATION NOT LIMITING DESIGNS SAYS MOTOR TRUCK

Resourcefulness Displayed in 1923 Models Greater Than Ever Before in History of Industry.

resourcefulness in design than ever before. The standardization of component construction program for next year.

Before this is definitely decided on, he said, the ideas of the various county commissioners as to what work should be undertaken in 1923 will be considered, and requests for this information have already been standard. Engineers estimate that 15 per cent is saved yearly through the use of standardized parts and materials which can in no way be considered as limiting individual design.

The fact that a certain car uses The fact that a certain car uses S. A. E. standard ball studs on the S. A. E. standard ball studs on the steering-gear does not mean that the car is not properly designed, but it does mean that the maker has cut production cost on that part (and consequently has been able to cut his prices accordingly), because standard ball studs cost less than special studs made to order and have been approved by the S. A. E. as representing the best engineering ball-stud design.

Standardization of Parts.

year totals 104 miles and will cost about \$1,000,000, Mr. Mackall said. In addition to this, the construction of the Robert Crain highway in southern Maryland will be continued, for which the unexpended balance of the \$250,000 appropriation for 1922 will be available in addition to a like sum for the next year.

The biggest independent projects on which the state has been engaged in 1922, were the Crain highway, the Severn river bridge and the extension of the York road to the state line. The York road work was completed. It gives a direct improved highway, in connection with the Pennsylvania highway, from Baltimore to York, Pa., a distance of forty-nine miles.

Mr. Mackall predicted that the receipts from the gasoline tax of 1 per cent per gallon would completely wipe out the long-standing maintenance of the deficit of the commission by the end of 1923, caused by borrowings of about \$1,000,000 from construction and Severn river bridge for several recommendation of the work.

In addition to this, the construction of the keaplure was recently held in Washington at which delegates of all the long-standing of allows decided to adopt a method of numbering steels for all the industries of the United States. The Society of Automotive Engineers and the American Society for Testing Materials are to sponsor this work.

As most important parts have been standardized during the last ten years, the average owner takes for granted today what was appreciated as real accomplishments yesterday. As an example, the carbureters manufactured today are made with standard flanges. Defective carbureters can therefore be replaced without delay, as carbureters with standard flanges are carried in stock by the dealers, thus making unnecessary the earlier procedure of wiring the manufacturer and waiting from the days to two weeks for a new carbureter.

Meeting Twice a Year. meeting a large percentage of the total membership of 5,500, constituted of the most prominent automotive engineers and deceutives throughout the entire industry, will be represented. The most important recommendation tutz, Velle, Westcott, Wills Sainte laire and Willys-Knight.
The show committee consists of the crankcase lubricating oils.

At the present time many oil comfollowing: H. M. Jewett, chairman:
F. C. Chandler, J. Walter Drake and s. A. Miles, show manager.

At the present time many oil companies market as many as 100 grades of oil for various purposes. It will of oil for various purposes. It will 1612-1623 You St.

Although the automobile industry has developed standardization to a greater extent than any other industry, the principal objection to standardization—that it limits design—has not been borne out. The 1923 models show more one company being equivalent to a light oil manufactured by another company. The owner has therefore been at a loss to decide what grade of oil to get when it is impossible to obtain the make of oil.

This class of but the demand for trans effort is being to their shipments over long hauls.

Hauling he has learned from experience is best for his particular car. With the present state of affairs, it is also possible for unscrupulous oil com-

ter, as the first indication that an oil is not satisfactory is generally an expensive repair job. The S. A. E. recommendation which will be acted upon at the January 9 meeting calls for ten grades of oil, suitable for all types of cars and for operation in summer or in winter. The specifications have been given definite numbers, such as 20 for a light oil suitable for summer use and 020 for a light oil suitable for winter use, with supplementary grade-names which 20 lubricating oil and he will know exactly what he is getting. The oil manufacturers are supporting the standardization work undertaken by the S. A. E., being represented on the lubricants committee. Other organizations which have co-operated with the S. A. E. in this work are the American Petroleum Institute and the United States government interdepartmental committee on petroleum.

Rochester Club Joins N. M. A. The second largest automobile ordealers, thus making unnecessary the earlier procedure of wiring the manufacturer and waiting from ten days to two weeks for a new carbureter. The most important advantages of standardization are availed of by the manufacturers of the complete vehicles. The production cost is lowered and a large part of the saving is passed on to the buyer, as is evidenced by the continual decrease in prices and increase in value.

Meeting Twice a Year.

The second largest automobile organization of New York state has affiliated with the National Association of Motorists, this organization being exceeded in numerical strength only by the Automobile Club of New York City, which is also an N. M. A. affiliation. Secretary Donahue of the Rochester club advises national heading in prices and increase in value.

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TRADE SCHOOL AUTO INDUSTRY

American Motor School

Engineer Whitten Declares **Autos Lessen the Burdens** of Transportation.

This class of business the truck in Impossible to obtain the make of oil he has learned from experience is best for his particular car. With the present state of affairs, it is also possible for unscrupulous oil companies to put on the market oils which are inferior in quality.

As there is probably less known about the testing of oil than any other material, even oil experts disagreeing on the value of certain tests, owners have no way of determining whether or not an oil is satisfactory. This is in many cases a serious mat.

BALTIMORE, Md., December 30.—The following detour in Montgomery county is listed in the detour bulletin issued by the state roads commission for week ending December 30.

Clarksburg-Boyds — Proceed north on Urbana pike one mile from Clarksburg; turn left (2.4), proceed across old Baltimore road 4.2 to 5.8. Turn left and regain main line at Boyds station (6.5). Length of detour 6.5 miles. Condition, fair.

lines are non-competing in the ma-jority of cases. We have the railroads themselves using the motor truck to haul freight between terminals, we have the express companies using trucks exclusively to deliver and collect express packages.

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Cut in Delivery Costs.

Again, we have the business houses of the nation using trucks to deliver goods to the railroad freight houses, collect them from the cars and make their city deliveries. This item alone used to add many dollars to the price of goods received by merchants when all this work had to be done by the horse and dray and it required hours to do this work, but the motor truck has cut this item considerably.

Then we have the spectacle of the has cut this item considerably.

Then we have the spectacle of the truck lines throughout the country acting as "feeders" to the railroads and bringing them farm and small-town business which they would not ordinarily get. In the past it has been the custom of many farmers, now truck owners, to let produce rot in the fields, due to the prohibitive price of getting it to the railroads.

Ally of Railroads

cheaply to the nearest market.

And so when these and hundreds of other minor details are considered, there is little doubt but that the truck is an ally of the railroads and will become more and more so during the next few months.

(Next week Mr. Whitten will write on the motor truck and its relation to the road-building program of the states.)

(Sequently have the approval of the President and the administration.

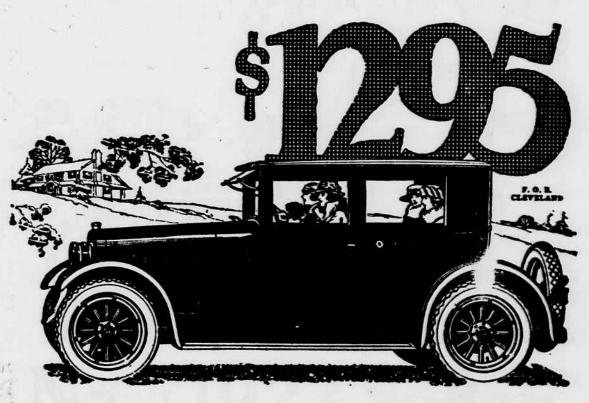
In November, 1922. Congress authorized an appropriation of \$75,000.000 for the fiscal year 1925. This amount will not be appropriated until next year.

bile Association are highly gratified at the action of Congress in assuring federal aid for highways for the next wo years. The appropriation of \$50 .-000,000 authorized by Congress in Nobeen included in the deficiency appro-

\$10,000 for the promotion of federal ald to highways, this contribution being made in 1903, about the time the first agitation for federal aid was started. Since that time the A. A. A has worked consistently for the federal aid and the fruition of its plans and hopes in this connection is most gratifying

propriation of \$29,300,000 for 1924 and obligates the government to provide an additional \$35,700,000 which may be placed under contract before the end of the fiscal year 1924 and which may be paid out of the Treasury in the three years following. Thus \$50,000,000 is provided for the current fiscal year and \$65,000,000 for the fis-

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New 1923 Sedan

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Lowest in price of any Six Sedan built, this new Cleveland boasts a chassis famed for its sturdiness and efficiency. Powered with the exclusive Cleveland motor—the most highly developed six cylinder overhead valve type-it is responsive and powerful, yet surprisingly economical.

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Comfort is complete in this companionable Sedan. Two wide doors open on deeply cushioned Pullman seats providing easy access to the roomy rear lounge for three. Head-room and leg-room are generous, and there's plenty of room behind for a touring trunk.

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There is real distinction of line and up-to-the-minute style in this remarkable sedan - at a price you can pay. Individual and modish, it is at home in any company. Incomparable value at its amazing low cost.

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LINCOLN SERVICE

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Lincoln owners know that Lincoln cars in ordinary usage demand little attention other than the replenishment of gaso line, oil and water. That is because the service requirements of motor cars are in inverse ratio to the quality and character built into them by the mann-

Periodic inspection, proper intrication and minor adjustments, when necessary, are essential to the proper and prolonged functioning of any piece of machinery. With quality as a prime factor, it is the secret of economical and dependable

To insure the operation of Lincoln cars as a source of uninterrupted satisfaction and enjoyment, through the medium of adequate and convenient service facili-ties, it is the purpose of the Ford Motor Company that its entire dealer organisation be equipped to render efficient and intelligent service to Lincoln owners.

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It is not intended, or necessary, that all Ford Dealers be equipped to do major sepair work or overhealing on Lincoln cars. Adequate provision is made, how-ever, whereby such work will be done

Under this arrangement, a Risch owner, whether touring a toutinent or crossing his own city, may with confidence enter a Ford Desire's place of business and be assured of prompt, continuous and be assured or prompt, continuous and be assured or prompt, continuous and prompt.

in each territory, when nacessary, by dealers who are especially equipped to render high grade service in beeping with the character of the product. We believe that the Lincoln will run farther and require less mechanical

attention than any other car in the world. It is significant and a matter of utmost importance to prospective own-ers of quality care that the incomparable, world-wide facilities of the Ford Motor Company should make the ownership of a Lincoln even more desirable than ever before.

LINCOLN MOTOR COMPANY

FORD MOTOR COMPANY

Detroit, Michigan

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